

# Profit, Conveniency, and Pleasure, to the whole Nation.

Being a short Rational Discourse, lately  
presented to His Majesty,  
Concerning the

## High-ways of ENGLAND:

Their *Badness*, the *Causes* thereof, the *Reasons*  
of those *Causes*, the impossibility of ever ha-  
ving them *Well-mended* according to  
the *Old way of mending*.

But may most certainly be done, and for ever so  
maintained (according to *This New way*)  
substantially, and with very much *Ease*.

And so,

That in the very depth of *Winter* there shall not  
be much *Dirt*, no *Deep-Cart-rutts*, or *High-ridges*; no  
*Holes*, or *Uneven Places*; nor so much as a *loose Stone*  
(the very worst of Evils both to Man and Horse) in  
any of the *Horse-Tracts*.

Nor shall any Person have cause to be once put out of  
his way in any hundred of miles Riding.

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To mend High-ways, see Here the way is shewn;  
No better way than This, shall e're be known:  
A Firm and Certain way, of no great Cost;  
In all ways else their Labour's wholly lost.  
The Old way ne're could do't, 'twas meer Deceit,  
As may be prov'd; it was a very Cheat.

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Printed for a Publick good in the Year 1675.





THE  
P R E F A C E  
TO THE  
K I N G.

My Gracious Sovereign,

I Am no Courtier, know not how to Mode,  
But Bluntly thus contrive for Publick good :  
And though I'm well-nigh Deaf, and well-nigh  
And Old, and very Simple in my kind ; ( Blind,  
Yet shift I daily make for to contrive  
Something of Good to others whilst i live.

And several Works I have already writ,  
But none to Publick view are Publish'd yet ;  
Nor shall be, till I've try'd how This will be  
Accepted by Your Sacred Majestie.  
Which is a Product of my working Brain,  
And glad should be, it might not be in vain.

## The Preface.

Now if Your Majestie will take n'offence,  
Nor judge my real Zeal, bold Impudence,  
But gratiouly will pardon my rude Form,  
*I doubt not but the* Matter will inform  
Your Majestie of That will please you well,  
*Which is a way,* All other ways excell,  
In mending Your High-ways, throughout Your  
*And is a way,* None yet do understand. (Land,  
Great shame it is, 'twas never known before,  
So plain it is, as is a Great wide door :  
*The way of doing is the only Thing,*  
*And chiefly with it doth the Profit bring.* (Prose,  
But now I'll cease my Rhyming, and proceed in  
And to Your Majestie this easie Thing disclose.

Yet deeply Imploring,  
That it would please Your Majesty gra-  
tiously to pardon this my most Humble Pre-  
sumption, proceeding from my Sincere  
Duty to Your Majesty, and a real Desire of  
doing a Publick Benefit, (knowing no  
better way.)

Not that I think my self (in the least)  
wiser than other men; But that obser-  
ving, as in all Ages of the world, it has  
been the Happy-good-hap of some particu-  
lar Persons, to hit upon the Rightness of  
some particular Things :

So now, I humbly conceive, it is no  
less Mine in this particular Affair, of the  
right

*The Preface.*

right and most absolute way of Ordering,  
and Mending Your Majesties High-ways,  
and a perpetual keeping them so.

As I shall endeavour to make plain in  
this following little Book, which I most  
submissively Present to Your Majesties wise  
Consideration.

Ever praying for Your Majesty, and hum-  
bly devoting my self in all boundy Duty,  
and affectionate Service, whilst I am in  
true fervency and zeale,

Your Majesties most Loyal  
and most Loving Subject,

*Thomas Mace.*

One of the Clerks of Trinity College  
Chappel in Cambridge.

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*If*

If when you Read, Objections chance t'arise,  
And This or That seem doubtfull in your eyes,  
Have but the patience for to Read it out,  
All Doubts are answer'd clearly without doubt.



The Order of the Work,  
In three  
CONSIDERATIONS.

- F**irst, That all *High-Roads* might be reduced unto *Two Coach or Cart-Tracts*, allowing convenient space between; which (if those two might be certainly and continually kept firm and good) would be sufficient for *all services and occasions of Travel* whatever.
- Secondly, That those two *Tracts* be drawn so straight as the Situation of the Ground will afford all along, for several good Reasons.
- Thirdly, I most humbly conceive, it might be extremely necessary, that (after those two *Tracts* are perfectly compleated) there were a *Law* made for *Travellers* to some such purpose as *this*: *viz.*
- That *all Travellers* either with *Coach, Waggon, Wain, Cart, or Horse*, coming to the *City of London*, shall keep in the *Right-hand Tract* coming.
- And in their going from the *City of London*, shall likewise keep the *Right-hand Tract* going, *viz.* the contrary.
- The Law for Travellers.

The Benefits and Conveniences of these three Considerations will be infinite, and unconceivable, till Time and Experience shall make them plain.

I will only give a glance at some few, for brevities sake, in each particular, thus :

The benefit of  
the first Con-  
sideration.

First, If all High-ways were reduced only unto two Coach or Cart-Tracts, doubtless then there would be an unimaginable great deal of Ground sav'd; which is now spoil'd and trampled down in all wide Roads, where Coaches and Carts take liberty to pick and chuse for their best advantages. This is no small Consideration, if well weighed.

Besides, such sprawling and straggling of Coaches and Carts utterly confound the Road in all wide places; so that it is not only unpleasurable, but extreme perplexive and cumbersome both to themselves, and all Horse-Travellers. The which will be quite taken away, and many conveniences met withall, by this Reducement.

The benefit of  
the second  
Consideration.

Secondly, If again the Ways shall be regulated, as to be brought into straight-lines, (only so far as they are capable of) I do believe, that in one hundred miles Riding, the Traveller shall save at least the Riding of Ten miles, in many places. Which will be a very considerable advantage to a weary Traveller.

The benefit of  
the third Con-  
sideration.

Thirdly, If there were a smart Law made, to keep all irregular and troublesome persons in an orderly way of Civility in their Travel; And also, That their Punishment might be almost so quick and sure, as their Affront, and Injury given; then without all question, innumerable Controversies, Quarrellings, and Disturbances, which in that nature

ture are daily committed in contesting for the way  
(which too often proves mortal, or of very bad  
consequence to many) must needs cease.

Besides, there is another very great benefit by this Law, which is, That no man should be pestered by giving the way (sometimes) to hundreds of Pack-horſes, Panniers, Whifflers, Coaches, Waggonſ, Wains, Carts, or whatloever others, which continually are very grievous to weary and loaden Travellers; but more especially near the City, and uponi a Market-day, a man having travell'd a long and tedious Journey, his Horſe well-nigh spent, shall sometimes be compell'd to croſs out of his way twenty times in one miles Riding, by the irregularity, and peevish crossnesſ of such-like Whifflers and Market-women: Yea although their Panniers be clearly empty, they will stoutly contend for the way with weary Travellers, be they never ſo many, or almost of what Quality ſoever.

Who if by ſuch a Law were ordered all of them to keep in one Track or way, (which they might ſo well do, as not, and no inconvenience to any one of them in the leaſt) I ſay, what an inestimable benefit might all Travellers enjoy by ſuch a Law? which could be prejudicial to no man, nor to the leaſt occaſion of Post-haſt-buſineſſ, but an assured furtherance.

For if the wayes were but thus kept certainly firm, clean, and good; if any man had a mind to Travel faster than that person which is just before him, how readily and ſafely might he ſtep out of the way, and paſs him by; and ſo as readily step into the Track again at pleasure, without the leaſt

A ſecond great  
benefit by this  
Law.

No inconve-  
nience for  
Travellers to  
keep one  
Track.

*danger of deep Cart-rutts, or such unreasonable high Ridges, which now are not possible (in many places) to be passed over, without manifest danger both to Man and Horse.*

Nay I have often known many Travellers, and my self very often, to have been necessitated to stand stock-still behind a standing Cart or Waggon, in most beastly and unsufferable deep wet wayes, to the great endangering of our Horses, and neglect of important Business: Nor durst we adventure to stir, (for most imminent danger of those deep Rutts, and unreasonable high Ridges) till it has pleas'd Good Mr. Carter to Jog on, which we have taken very kindly.

The great necessity for such a Law.

The great necessity therefore of such a Law, I do conceive will be most desirable and gratefull to all Travellers, who shall thus be assured to Travel in peace, safety and quietness; so that in his never-so-long a Journey, he shall not once be disturbd or put out of his way.

Besides many other pleasures and conveniences, which I shall forbear to mention, but leave them to Travellers to discourse upon, when this most happy Day shall shew it self; that then the Highwayes, and the Law for Travellers, shall make all This (and much more) complete, gratefull, and satisfactory.

*The Order of the Law.*

And as to the *Order of this Law of Travellers*, if any Person shall happen to be in the *contrary way*, it shall be his part to go *out of it*, and give *way to his opposite*; or otherwise he may be *compelled*.

But if any person shall be *quarrelsome*, and *oppose*, or *force* any other Traveller (who is in his *Right-hand-lawfull way*) *out of it*, or *injure him upon that account*:

Then that Person so *opposed*, *forced*, *hindred*, or *grieved*, (upon just complaint and proof made to the *next Justice of Peace*, *Constable*, or *Head-Officer of the very next Town*) shall have his *Cafe immediately heard*, and *adjudged according to the truth of the Evidence*; And that the *Person so offending* shall immediately *forfeit*, and be *compelled to pay, so much to the party grieved or injured, and so much to the Poor of that Parish where the cafe is tried*: Or for want of such payment, *his Horse* may be *distrainted* upon till such payment be made.

This, or something to this purpose, cannot be thought *too hard* for such *Uncivil, Refractory, and Rude Ruffian-like Rake-shames*, who too often make it their *business and boast*, thus to *disturb and abuse honest, quiet, and weary Travellers*; which is so great an *injury*, and an occasion to stir up, and inflame the *spirits of men*, so grossly abused, that many times most *desperate mischiefs* immediately ensue: But by virtue of some such Law, all *These and many more Inconveniences*

would be prevented, and all Travellers enjoy tranquility and much pleasure.

Thus much concerning the *Law for Travellers.*

The Conclusion  
of the first  
Preparation.

Why but two  
Tracts.

Lastly, As to the more easie effecting of the business, it cannot but be thought much more feasible, to maintain only *two Tracts*, which shall constantly lie *straight*, and as it were *in a line*, than to mend and maintain wayes which lie *cross*, *intricate* and *confounded*, as most of our wayes throughout *England* do.

In the mending of which there is such strange irregularity, by the *common Menders*, that they (in a manner) *lose* the greatest part of their *Gravel or Stones*; now laying one *load* here, and then another quite *cross* five or six *Cart-wayes* aside, and in a contrary *Track*; whereas if there were but only *two Cart-Tracts*, they might with far less trouble and cost, but infinitely more easily and effectually be mended, and most certainly be for ever maintained; and with a reasonable Charge: As here following most plainly I shall make appear.

*The manner and means by which This so needful and profitable Work may most certainly be effected, with much ease, and no great cost.*

*In all Humility shewing,*

**T**HAT Your Majesties High-ways are not only The mischievous dangers which attend the badnes of our High-ways. unpleasant, cumbersome, and grievous; but also very dangerous to the Lives and Limbs both of Men and Horses, is too obvious and apparent to all Travellers.

And in that it has been, and is still judg'd impossible to have them bettered, and to continue them so, is still the greater grief.

The Consideration of which, has been an occasion unto me to exercise my Thoughts so far upon the matter, as thus to conclude, and affirm the contrary: viz.

That it is not impossible, but very feasible and easie, both to have them well mended, and to continue them so for ever.

Yet I must needs say, that according to the old, common, and general way of mending them, it is absolutely impossible, yea although there were an hundred times the cost and pains bestowed on them, as is yearly bestowed.

My Reason is This; because the Matter (viz. the cost and pains) is not so much considerable, as the Manner and Order of doing it.

*The way of doing is the only Thing,  
Which here presents it self unto the King.*

Now

Now as to a more particular Explanation, it is to be considered, what, and how many *Causes* there are of the *badness of High-ways*: And they are chiefly *four*.

The four chief  
impediments  
to High-ways.

- First, *Mire, Slime, or Dirt.*
- 2dly. *Deep Cart-rutts, with their High-ridges.*
- 3dly. *Unevennesses and Holes.*
- 4thly. and lastly, *Loose-Stones.*

These four things being *rectified*, the *Ways* must needs be *Good*.

The first thing therefore to be done, (which was ever neglected by the old way) is to *cleanse* the *wayes thoroughly from Dirt*, before any *Gravel* or *Stones* be laid on.

Likewise all the *Cart-rutts* to be *cut down*, and carried quite away; they being only the *Slime, Grease*, or (as I may better say) the very *Oyl expressed*, by the continual *grinding and squeezing* of the *Cart-wheels*, which (according to the old way of mending) were seldom or never taken away, but only beat down and put into those *Deep holes*, and *Cart-rutts*; which with some *small sprinkling of Gravel*, in some places only, or a few *Stones*, or *base ill-favour'd Rubbiss*: And all this (very disorderly and confusedly) was the *principal and constant way* of mending the *High-ways*. And thus were they concluded to be well mended; but indeed were made *worse thereby*.

For so soon as a *great glut of Rain* comes, the *Cart-wheels* having made way for its reception, instead of being *hard and firm ground*, (which it

it ought to be;) it becomes a Quag, or a Bog. And this is one *main cause* of the *badness* of our *High-ways*, in reference to the two first Inconveniences, viz. *Mire, Slime, or Dirt*, with deep *Cart-rutts* and *ridges*.

Now if these two were first rectified, as I have declared, viz. *taken quite away*, the other two might with *much ease* be amended, as here I shall declare.

*For Example.*

First, then, Let it be suppos'd that the *Ways* are *thus prepared*, so that there were neither *Dirt*, nor the *Slime* or *Grease* of the *Cart-wheels*; and that I might plainly see all those *deep holes*, and *unevennesses*; I would not doubt but very well to mend them all, both *tolerably* and *sufficiently*, without the *cost* of one *load of Stones* or *Gravel*; only by *this means*, viz.

Let but my *Labourers* cut down with their *Mattocks*, all those adjoyning *unevennesses*, (which are *good Stones* and *Gravel* in most places, only ill laid;) and fill up those *Holes* with the *Note well same*.

Thus only shall the *Ways* be *ten times better* than they were, and *firm enough* for present and future use, if they might be always *so kept clean*.

For the *Ways*, if the *Dirt* were *taken off*, would in a great measure *mend themselves*, with a very little looking to.

Yet I would not be mistaken, as if I did intend no other mending but *This*; No. This is but to shew.

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shew how ( without the *cost* of any new Gravel or Stones, &c.) the *Wyses* may be made *far better* than they are, or *ever will be*, by all the *labour* and *cost* they usually bestow upon them time after time.

But now after *this thorongh cleansing* (and not before) I would have all those *Hollownesses* fill'd up with the *best Gravel* or *Stones* that possibly can be got for *that purpose*; and where there is *urgent need*, some *Wood*, but no much.

A seeming impossibility.

For still I believe, (by the way which I shall direct for the *constant care* in *looking after the Wyses*, when they are once *truly mended*) if there were neither *Wood*, *Stones*, nor *Gravel*, but only *good hard Earth*, (nay *Plow'd Lands* themselves) the *Wyses* could not possibly be *very bad* at all; no not in the *depth of Winter*.

" *Tis only want of Diligence and Care,*  
 " *Which causeth Wayes to be out of Repair;*  
 " *And as they'r daily gull'd, by daily wearing,*  
 " *So must be daily fill'd, by good repairing.*  
 " *This is the only way, no way but This;*  
 " *And thus a Fool may mend all what's amiss,*  
 " *With ease, when once he's shew'd but how; he'l*  
 " *Become as wise in This, as wiser men.* (then

However *This* may seem a *Riddle*, and *impossible*; yet I doubt not but plainly to make it appear *most true and feasible*, when I come to give my *Directions* for their *perpetual maintenance*, which very suddenly I shall fall upon.

Care taken to  
round the  
*Wayes.*

There is one thing more *very considerable* in *This work*, which is the *rounding and heightning* the

the *Wayes* in all places where possibly they may be so ordered, the better to *keep off the water*, which is the *Great Corrupter* of all *High-wayes*.

And to this purpose, *Care* ought to be taken to *divert all Dreins*, which usually *issue down upon High-wayes*, and to find them some *other passage*, if possible.

And to turn  
all Dreins.

Many other *Curiosities* and *Circumstances* there are, as to the *compleat* and *exact performance* in *This Work*, too tedious here to be inserted: But they must be left to the *wit* and *discretion* of the *Ingenuous Undertaker*, in the *time* of the *Operation*, as need shall require.

Thus far towards *mending*: Now for  
*maintaining.*

### *The certain way to keep and maintain the High-wayes firm and good for ever.*

I Will first suppose, That the *Wayes* are *thus regulated, cleansed, and firmly once mended*, according to the Order prescribed: And that *two dayes* have pass'd since *this work was done*.

Now in these *two dayes time*, there are *pretty deep Cart-ruts* made again, but in *twice two dayes*, much *more deep*, and in a *week or fortnights time*, so *deep*, and with *high Ridges*, that it will occasion a *Horse* to *stumble* in going *across*.

The first cause  
of the ruine of  
the Wayes.

C

This

This is the *first beginning*, and the *chiefest cause* of the *ruine* of all *High-wayes*.

The Remedy  
quick and  
easie.

How easily might this be mended, if there were appointed but a *Labouring man* daily to look after them; so far as he might well walk in one day, and back again, with his *Shovel*, or *Rake* in his hand, and only be carefull but to turn those little *Ridges* into the *Cart-rutts* again, and the work were done.

And then again the *next day*, and so *day after day*, *all the year* throughout: In which work, he should not suffer so much as one *loose Stone* to *lie* or *continue* in either of the *Horse-Tracks*, nor any the least *unevenness* to occasion a *Horse* to *stumble* or *fall*; and in this posture might *one man* keep his 5, 6, 7, 8; or 10 miles firm, perfect and good all the year long.

### *The Order of the Day-man, and his Constant Work.*

The Day-mans  
work.

First, having his *station* or *allotment* given him, how far, or how many miles he is to take into his *Charge* and *Care*, (which may, and must be more or less, according to the *goodness* or *badness* of the *Nature* of the *Ground*) I say, he having once settled, and entred upon his undertaking, he shall then every *working day*, be up and upon the *High-wayes* at *working time*, *Summer* and *Winter*, either with *Mattock*, *Shovel*, *Rake*, *Scoop*, *Wood-bill*, *Wheel-barrow*, or what other *Tool* or *Implements* may be thought needfull for such a Work.

Mis Imple-  
ments or  
Tools.

And

And *this* shall he walk and work from morning to night.

First, he shall work *half his station one way*, for two or three days, forwards and backwards, and perform whatever may be most needfull for his days-work there.

Then the next *two or three days*, he shall do the like to his other *half station*, the other way.

So that once in a weeks time, shall his *whole allotment* be constantly *amended*: And I suppose one *Man* may look after *ten miles* very well, in most ordinary *good Soyls*.

So that by *this Rule*, *ten Men* shall constantly *one hundred miles kept well by ten men.* keep *one hundred of miles perfect and firm the whole year*; which cannot be esteemed a *great Charge*.

Here may be an Objection:

But suppose it may be objected thus, (and objection truly) That in some Grounds, one man *cannot possibly manage ten miles*, by reason of the *badness of the Soyl*, &c.

I answer thus: Then let him (notwithstanding) manage *so far as he can*, in *this manner*: Although it be but *five miles*, viz. his two miles and a half one way in two or three days, and his two miles and a half the other way next two or three days, more or less, as shall be found by experience fit.

And if quite through the Land the work would require *such a Charge* as *this*, viz. *one Day-man* for every *five miles*, what could that signify?

Nothing, in reference to *so great a Benefit to all Travellers*, and a general good to the whole Nation,

*tion*, as I shall declare: Therefore ought not to be repined at.

Yet I am very confident, that in *most places*, (and but very few excepted) that *one Man* may very well keep *ten miles* tollerably well, in almost the *worst Soyls*; Yet it must be granted, that those *worst Grounds* can never be kept so *sprucely fine* (or *Garden-like*) as may those other *Sandy or Gravelly Soyls*.

However, it may most easily be conceived, that the *constant attendance* of a *continual Dayman*, must necessarily keep the *very worst of wyes* so, that they shall absolutely be *free from those gross and common annoyances*, and most *grievous inconveniences*, which we find by *daily and wofull experience*.

Therefore, I say, let the *Cost* be what it will, *That* should not *deterr us from putting it into practice or tryal*. Yet I believe I am *much about the matter* in respect of the *Charge*.

Concerning  
the Cost or  
Charge.

I am likewise very confident, that after the *first thorongh cleansing and amending*, the ordinary *Statutable yearly Charge*, viz. every man's six days work, &c. will suffice; together with those other *Provisions* already *design'd and allowed to that purpose*.

Yet if I be a little out in *This*, I hope I shall be excus'd when it shall be consider'd, that I am not out in the *grand Cost* of the *design*.

But at the *first* there must be some way found out, for more than an *ordinary Charge*, to have them *once firmly done*: And after that, these *constant Labouring men* shall keep them ever so, at a *small expence*.

*The Conclusion and every Life of the  
Business.*

**B**ut first, I would have *no more common Overseers* employed in *This Work*: For,

*By their Great wisdoms, and their Oversight,  
They ne're could see to mend the Ways aright.*

Therefore it is *most necessary*, that for every hundred or two hundred miles, (more or less, as may be thought fit) there be *one Surveyor General*; some *Active-trusty-honest man*, who should constantly be on *Horse-back* himself, or his *most faithfull Trustees*, riding upon his *station*, day after day, to see that these *Day-men-Labourers* truly *acted* their parts, according to their orders given.

What is the  
most necessary  
thing to con-  
firm this  
Work.

And in case of *neglect* of their parts, in any these *least punctilio's*, viz. as to suffer any *deep Dirt* to lye in the *Horse-Track*, *loose Stone*, (the great *undoer* of Horses, and most constant *occasion* of *Falls*) *uneven-little-knubs*, or any *Holes* or *Cart-ruts* unamended, or any other *neglect*;

Then he shall have *power* (at his *discretion*) to *punish* such *Labourers*, either by *stopping* some part of *their Wages*, or by *putting them out* of that so *constant, good, and very ease Employment*, and to *elect others* into *their places*.

Which thing will cause them to be *daily carefull* and *diligent*; And without such an *exact-continual-daily-constant-strictness*, and such *sever-*

How the work  
may, or it may  
not be done.

*rity,*

rity, by such *faithfull* and *choice persons*, ( who will not take an *Office* for any end so much, as to be *active*, and to see their *business* well performed ) the *Work* will not be done : But otherwise it may, with the greatest ease and pleasure imaginable.

‘ Thus only may the Business be well done ;  
‘ And if not Thus, Pray let it still alone.

Yet is not the *Contriver* so sillily concited, as to think the *Work* must necessarily be done *just so*, in this manner in every *Punctilio*, as he hath directed unto ; or that *nothing* can be added whereby it may be better done ; No ; For he knows there are divers other particulars to be thought upon and added necessarily depending , which doubtless will be found out and appear reasonable, &c. if ever *This* which he has *Thus* hinted towards shall come to be thought fit to be taken notice of, as a way feasible and likely to take effect, although with some Addition or Alteration.

And he shall much rejoice that any thing may be added which may be more *advantageous* to the *Work*, which doubtless will and may easily be done, according to *That old Latine saying*,

*Facile est inventis addere.*

‘ But this be only shall be bold to say, (viz)  
‘ There never will be found a surer way  
‘ To have the Wayes kept Firm, when once they’re  
mended,  
‘ Than *Thus* to have them Daily well attended.

## A N

Abbreviation of the *WORKE*,

Being an

## Encouragement thereunto.

*F*irst, let the Wayes be regularly brought  
 To Artificial form, and truly wrought;  
 So that we can suppose them firmly mended,  
 And in all needfull points, the Work well ended,  
 That not a Stone's amiss; but all compleat,  
 All lying smooth, round, fine, and wondrous neat.

*T*hen comes a Gang of heavy-loaden Wains,  
 Of Carts, and Waggons, spoiling all our pains;  
 And with their piercing Grinders, cause them then  
 To be imprest with Furrows deep agen:

*(As well they may; for yet they are but soft,  
 Being newly stirr'd, and lightly laid aloft)*

*A*nd let them lye but Thus, one month or twain,

*The Wayes must needs be deeply Gull'd again.*

*B*ut let them lye still, as they us'd to do  
 The Year throughout, and none to look thereto,  
 How must They not needs be unsufferable,  
 As now they are, and judg'd irreparable?

*N*or is it possible, sans daily care,  
 To keep High-wayes in daily good repair.

*B*ut let my Day-man come; he'l do the deed,  
 Only with Spade, or Rake, mend all with speed:  
 Rake in the Ridges, make the Cart-wayes plain,  
 The Work is done; the Wayes are good again.

Is

*Is This not easie? who can it denie?  
No Wise man sure, who can Right Reason spie.  
I therefore say, let there a Day-man be  
Provided for one mile, or two, or three,  
Or four, or many more, if need require,  
And pay him well; (for he l deserve his hire : )  
Then he shall work so to your hearts content,  
That for his wages sure you'l not repent:  
Except you be some Hog-herd, or some Miser,  
Or else some Fondling, or one scarcely wiser.  
For what wise man would ever be offended  
To see the Ways thus constantly well mended?  
Or would repine for paying somewhat more  
Than usually he us'd to pay before?*

The Argu-  
ment.

The pleasure.

The greatest  
mischief to  
Horses.

The Law.

*What is the Money to so great a good?  
Nought,Nought, if'twere but rightly understood,  
And well consider'd on; none would repine  
To have their Wayes thus pleasant, trim, and fine:  
Not so much as one little Stone to lye  
Loose in your Tract, to make you tread awry;  
Or cause your Horse to stumble, trip, or fall,  
To lame his feet, or cause him have Wind-gall.  
Such Stones are greatest enemies to Horses,  
Whether in Drawing, Travelling, or Courses:  
By them are desperate Falls; more Horses lam'd,  
Then can by All things else in Travel nam'd;  
These all shall be remov'd, day after day,  
And (as they happen daily) put away.*

*Now do but fancy all things thus amended,  
All Difficults in Travels sure are ended;  
' And thus with little Cost, but prudent Care,  
' The High-wavs may be made firm,smooth, & fair.  
Then after This, there would be made a Law,  
To keep all boisterous-Russians in some Awe;*

*And*

*And likewise in such good Decorum keep  
All Travellers, that who so will, may sleep  
Evn as he Rideth : For he need not doubt  
The least Disturbance from the Common Rout,  
Nor of that Custom old ; of th' ne'er so many  
Who may him meet, he'l not be forc'd by any  
Out of his Track : But if he so should be  
By any hot-brain'd Youth uncivillie,  
He may soon cool his courage, if he please,  
And to his ponderous Purse give ready ease.*

*'Tis only back to th' next Town for to Ride,  
He'l there have Law and Justice (quick) on's side,  
Which presently shall punish this bold Blade,  
And make him pay your Dammage, (as 'tis said  
~~Above~~) and something to the Poor to boot ;  
Or else his Horse distrain'd : Then he on foot  
Must trudge ; or on his Hobby-horse may Ride,  
With his Long-dingle-dangle by his side.*

*And thus to see him in this stately sort,  
Will doubtless make good laughing, merry sport.  
Nor can this sure be thought too smart a Law,  
To keep such dangerous Rake-shames thus in awe.*

Therefore,

*'Tis very needfull some such Law should be  
Made firm for Travellers Securitie.*

*A short glance of the Conveniences, Profits, and Pleasures of this Work, mentioning only some few.*

**T**he Conveniences, Pleasures, and Profits of such a Work as this, arising to the whole Nation, must certainly be very many, and not easily apprehended, but by experience, and consideration thereupon; I will only hint some few. As first,

1. The Travellers pleasure and content.

The great pleasure and content which all Travellers must needs take by such cleanly, smooth, straight, delightfull, and undistur'd Wyses, both Summer and Winter, Day or Night, without fear or danger, &c.

An ordinary Horse shall carry a man further than one of a far better price.

2. The Carriages of all Commodities must needs be cheaper.

All Trades-men and others shall have their Commodities carried at a far easier price.

Most Commodities therefore must needs be cheaper.

3. Men may Ride safely in the dark.

Men may Ride Post safely so well by Night as by Day, which in Summer time is to be chosen.

4. Hire of Post-Horses, Hackneys, and Coaches cheaper.

Post-Horses and Hackneys may well be afforded at easier Rates; so likewise Coaches.

5. Preservation of Horses, therefore cheaper.

The great destruction in laming Horses, must needs be prevented: Horses therefore undoubtedly be cheaper.

6. Much ground sav'd.

Much Ground will be saved by this means; And the length of all Long Journeys shortned.

7. Long Journeys shortned.

Lastly,

'Lastly, There will be very much Corn saved. Much Corn  
from daily spoiling, which now cannot well be saved from  
avoided.

But the vast Benefit of the Travellers Law will 9. The unex-  
be so superabundantly satisfactory and contentive, preffible be-  
that the Good thereof cannot be expressed. nefit to all  
Travellers.

*Ile therefore cease, only not cease to pray  
That I may live to see This happy Day:  
Not that I do desire so much to Live,  
As that Assistance to it I might give  
Before I dye, with all my wit and skill, (will,  
Though it be small; yet wants not great good  
Nor Diligence, nor Care, nor faithfull Trust,  
And therein shoud be found exactly just.  
Not that I care an Officer to be,  
More than to give Directions, and to see  
That such a Work as This shoud no ways fail,  
If by my strictest care I could prevail:  
For without Care, and daily Diligence,  
All Labour's lost, all Cost, though vast, expence.  
Yet by my constant Day-man may be done;  
But otherwise, 'Tis not worth thinking on.*

Note.  
Note.



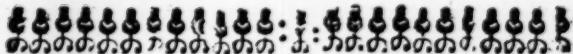
*There's only One Thing yet worth think-  
ing on;  
To put This Work in Execution.*

And if ( by what has been *Thus premised* ) so much notice may be taken of *This Contrivance*, by such Persons in Authority as may probably promote the *Work*, and set it on foot; the *Contriver* does not doubt but also (farther than he has yet expressed himself in this little Book) to adde *Affistance* towards it, by finding out, or prompting unto a ready way, how to procure and raise a considerable sum of Money towards the necessary expence thereof; without offering the least wrong, or violence to any Person, or his Purse.

For Money must be spent in the first Attempt, because the Wayes are so grossly foul and bad; although afterwards an easie yearly Charge will undoubtedly serve towards their maintenance for ever.

And if (for an *Experiment*) a tryal might be made only for any one-half-hundred-miles, with a matter of 50 or 60 choice Labouring men; the *Contriver* would freely give his *assistance* to the *Work*, gratis, by beginning it, and putting them into the way, and setting a pattern. And if *This* may be as freely accepted of, as it is freely offered, there can (sure) be no hurt done at all.

*F I N I S.*



## A N ADVERTISEMENT.

**T**O all Ingenuous Persons, Lovers of Art, who may please to take notice, That there is in the *Press*, and coming forth, a *large New-Book* in *Folio*, (made by the *same Author*) tending to the *Advancement of Musick in General*; wherein he hath done an *unusual piece of Kindness* to *all* the *Lovers and Learners of That Art*: in *freely communicating his long Experience in the said Art*, in *ludry and very many particulars*.

*The Title and Matter of the Book, is as followeth: viz.*

*A Remembrancer, of the Best Practical Musick* (both *Divine and Civil*) *that has been known ever to have been in the World*. Divided into *Three Parts*.

### *The First, or Divine Part,*

Shews the *necessity of Singing Psalms well*, in *Parochial-Churches*, or *not to Sing at all*.

DIRECTING UNTO *Two certain and infallible wayes*, both how they may be *well Sung*, and how they may be *so continuall for ever*; to the great *illustration*

stration of the *Church-Service*, and the *Glory of God*, (the generality being wholly ignorant thereof.)

### *The Second, or Civil Part,*

Treats of the *Noble Lute*, (ever esteemed the *Best of Instruments*, but through its former *difficulties* almost quite laid aside) yet certainly now made *easy*; and all its *occult*, and *lockt-up secrets* plainly laid open, (never before discovered) whereby it is made so *easy* and *pleasant*, as any *Instrument of worth known in the World.*

Giving the true Reasons of all its former *difficulties*, and also why now it must of necessity be *easy*, by undeniable Arguments.

Likewise shewing the *difference* betwixt the *French-Lute*, and the *Theorboe*; Directing the most ample way of Playing off the Note (or a *Thorongh-Bass*) upon the *Theorboe*: And both amplified with divers Suits of *Lone-Lessons*, fit for all Capacities.

Shewing a *General way* for procuring *Invention* in *Young Students* or *Composers*; or playing *voluntarily* or *ex tempore* upon it, or any other *Instrument*.

With two pretty *Devices*; The one *Teaching* any *Person* (*Ingenuous*) (whether skilfull or not skilfull in the Art) how to *translate Lessons* from one *Tuning* to another.

The other an indubitable way how to know which is the *best Tuning* upon any *Instrument*: Both done by *Example*.

*In the Third Part,*

The *Generous Viol* in its *Rightest Use* is treated upon, with something in *That Respect more Curious*, than has been ever yet handled by any; with very many Things worthy of Note, too tedious here to insert: Being the *Product* of his more than *fifty years Experience and Practice* in *This Noble and Divine Art*; very shortly to come forth.

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Here followeth some few necessary Reasons, for this his Advertising Publication.

## The First Reason is,

In that he conceives he may do both *himself* a convenience by it, and many *worthy Persons* a kindness, in letting them know there is such a Book in coming forth; which doubtless will be acceptable and beneficial to all who make *Singing of Psalms* a piece of *their Divine Service*, and would gladly do it after the *best manner*; and especially to *Those* who have *Harmonious Souls*, and are *Tinctur'd with Tractabilities* in Nature to the *love of solid Divine, and sober-civil Musick*.

The

### The Second Reason is,

Out of a great Respect he has to very many eminent and obliging worthy Persons, (to the number of between Two and Three hundred) who have already so far encourag'd towards the Printing of This Work; as that they have each of them Subscribed their Names to take a Copy of the said Book, so soon as it shall be Printed and Deliver'd unto them, at the Price of 12 s.

### The Third Reason.

Now upon This very last Consideration he begins to conceive, both what a vast Trouble it will be, for himself to Deliver Those Books to each particular Person, (some of them living more then 200 miles asunder) and likewise, what a long time it must needs be before They can All be serv'd with the said Book, after it is Printed:

Therefore,

Upon these Two Considerations chiefly it is, that he thus declares, and makes it his bumble and earnest Request, to all Those his loving Friends and Honour'd Subscribers, that They will be pleas'd to consider These two so very great Inconveniences; And also adde so much Favour unto their former Kindness done unto him, as to Receive Their Books at some one of these five following nominated Places, viz. London, Cambridge, Norwich, Nottingham, Tork.

At

At each of which Places he will contrive to lay so many Books as may serve All those who have therunto Subscribed; And likewise procure a certain Friend in each Place both to Deliver out the Books, and also to Receive the Money for them for his Use: viz.

At Tork,

His Beloved Brother Mr. Henry Mace, the Sub-Chantor of the Cathedral there.

At Nottingham,

His Honoured and worthy good Friend Mr. Will. Graves, Master of Arts, and one of the Aldermen of that City.

At Cambridge,

Himself, or his Wife, at his House in St. Bartholp's Parish near Queens-Colledge.

At Norwich,

His kind Cousin Mr. Tho. Mace, living in Cunf ord-street, a Merchant of that City.

At London,

His loving Friend Mr. James Hart, one of the Gentlemen of His Majesties Royal Chappel, at his House in Three-Faulcon-Court in Fleet-street, near the White-Horse-Inne, between Fetter-lane and Shoe-lane.

E

And

And in Conclusion he further adds,

That if any Person be desirous of the said *Book*, upon the *same* first-prefixed Price of 12*s.* and shall so signify *His*, or *Her* mind in two or three lines, *subscribing* their Name, to the *Author*, or to any of the abovesaid *Persons*, at *Tork*, *Nottingham*, *Cambridge*, *Norwich*, or *London*; or to any other Friends of *His*, (several of which they may meet withall in divers parts of *England*, who out of *kindness* to the *Author* and the *Work* do take *Subscription Names* for *Him*;) in *This Respect*, I say, any *Persons* thus doing, (before the *Book* be *finished* and *come forth*) may be assured to have *Books Reserved* for *them*, at the *same Price*.

But after it is once out, and all his *Subscribers* serv'd, the Price will be raised higher, (he not intending to *Print* very many of them.)

The *Book* he hopes may be *finished* by the latter end of *August* at the farthest; and will be deliver'd in *Sheets*.

But if any *Persons* (living remote from *Book Binders*) have a desire their *Books* should be *Bound* either by *London* or by *Cambridge Binders*, if they so signify their *minds* to the *Author*, and in what manner, and with what cost they desire to bestow; they shall have *them* made ready with what convenient speed may be.

The *Author* also desireth, that all *Letters* directed to *Him* may be sent to *London*, (and left at Mr. *Nath. Thompson's*, his *Printer*, in *New-street* between *Fetter-lane* and *Shoe-lane*) where he does

does intend to stay (God willing) till his *Book*  
be compleatly Finis'd.

The Persons Subscribing are desired, (together with their *Names*) to set down their *Titles*, their places of *Abode*, and *Country*. Because (at the present) he does intend to *Print all their Names* in two or three *Pages* by themselves; with an *Epiſtle* expressing his *Thankfulness unto them*, both for their *generous* and *free Favour* done unto him in *This particular*, and also in that thereby they have become *worthy* and *noble Benefactors* to the *Publick*.

For without such *Their Encouragement*, he was *disswaded* by *good Friends* from adventuring so great an *Expence* and *Trouble* (in these *hard Times*) as he already has been at, and is still further like to be.

Lastly, The *Author* desires this *one piece of kindness* from *all Friends* and *Lovers* of *his Art*, (because he has not *Printed many of these little Pamphlets*, and so is in *doubt* that *Intelligence* may not come *time enough to all such Persons* as are or may be concerned in *This Musick-Work*) that they will be *pleas'd to communicate the Business* from one to another, as occasion may serve: By the which means, *This his Design* may happily take such *effect*, as he has *intended* it for. And for all which *Favours* he shall for ever be *Obliged*, whilst he bears the *Name of*:

Thomas Mace.

FINIS.